THE DOLLAR WEEKLY BULLETIN John H. Oberly has reduced the subscription price of the WEEKLY CAIRO BULLETIN to One Dellar per annum, making it the cheapest paper published in Southern Illinois

RAILROADS.

ANNUAL REPORT OF THE PRESIDENT AND DI-RECTORS OF

HOLLY SPRINGS, BROWNSVILLE AND OHIO RAILBOAD COMPANY

MADE DECEMBER 6, 1872.

To the Stockholders of the H. S. B. and O.

Your president and directors take pleasure in reporting to you the progress, and what they conceive to be the interest and

what they conceive to be the interest and future prospects of the important enterprise committed to their charge.

Since your last annual meeting the work of clearing, grubbing, felling of timber and graduation on the first twenty-two and a half miles of road from Brownsville, north, let to Messrs. James Deveraux & Co., on the 29th day of October 1870, has been finished in a most satisfartory manner; and two more sections of the work let. On one of these, let to Mr. Robert Bailey, the work is progressing very satisfactorily. The other has been abandoned by the contractor, Mr. C. R. Johnson, and will require to be relet.

At your last annual meeting it was con-

fidently hoped that before another regu-lar stockholders meeting should be held the track would be laid and trains running on the first twenty or twent-five miles of road. In this hope none shared more fully than did your directory. But circumstances unforseen at that time, have prevented its realization. Soon after that meeting, iron of every description began to advance in price and continued to advance until prices became almost fabulous, and if a morturage sufficient to fabulous, and if a mortgage sufficient to buy the iron and railroad stock at those enormous prices could have been negotiated the net earnings of so short a piece of road would not have paid the in-terest on so large a debt and the result would have been disastrous to the stockholders as well as damaging to the pur-chase of the mortgage bonds. Under this state of facts, your directory have thought best to advance the work gradually, keep the company free from debt or other embarrassments, and await future developments in the iron market.

If iron should decline soon, as we believe it must do, the companies that buy after the decline will have greatly the advantage of those who buy at present high rates, as they will have a much lighter debt to carry, less interest to pay and consequently more left as dividends to the stockholders. If, on the other hand, the the present high prices should continue, there is still nothing lost but a little delay. And it is now believed by your directory, that even this delay may be turned to good account by our adopting a programme and securing connections not beretofore contemplated. In our paper two years ago we took occasion to say "that in our judgement, the enterprise the present the present should continue the present and are now being constructed in Europe, in Canada and in the United States; and Gen. Rosecrans, one of the best engineers of the sge is now in Mexico, urging that government to adopt the bring about the rapid development of the present high prices should continue, there is still nothing lost but a little of such roads have been and are now being constructed in Europe, in Canada and in the United States; and Gen. Rosecrans, one of the best engineers of the sge is now in Mexico, urging that government to adopt the same system as the one most likely to bring about the rapid development of the specific process. "that in our judgement, the enterprise resources of that country.

These roads have been pronounced by and importance of this road than all other competent engineers as being equally as

Holly Springs extension, the enterprise as contemplated South of Brownsville was brought to a standatill and its future realization in our judgment has been forestabled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the development of their and the standard stalled by the standard stalled standard standard stalled standard standar realization in our judgment has been fore-stalled by the development of their en-terprises of a more practical character, which gives us an opportunity to secure connections with St. Louis and Ship I land lines much lighter than the system promuch more direct and at a much less cost than the plan above contemplated.

A first-class three feet gauge railroad is now being constructed from St. Louis to Cairo on the Illinois side of the Mississippi river, and will be finished and in operation by sometime next spring. A road of the same gauge and character was commenced last March at Middleton, Tanin operation to Ripley, Mississippi, a road, distance of about twenty-five miles, and By has a fair prospect of being continued through to Ship Island harbor at an early

day.

This will leave a gap of only one hunline of road of uniform gauge from St. Louis to one of the best harbors of the for us to adopt the three feet gauge and make ours a link on this great central artery of narrow gauge roads, connecting as it will the great future city of the Mississ-ippi valley with one of the best and cheapest harbors on our gulf coast.

As to the advantages of the Cairo and culated to meet the wants of strictly agri-Middleton over the Columbus and Holly cultural districts. The great advantages Springs connections for the main line of of railroad transportation have been seen our road, other things being equal, there can be no question; consequently the subject for consideration is that of width and and weight of road. Until recently what is known as the narrow-gauge railroad seems to have not been conceived of. The question of gauge thirty years ago was be-tween seven and four feet eight-and-a-half inches, no narrower gauge being proposed or thought of by railroad men. Much discussion and experiments on a vast scale resulted in the almost universal adoption of the narrowest gauge then proposed. Upon these roads it has been customary to

feet in width of track below the old standard guage. But the name does not properly represent the system of roads. If the reduction in the width of track was the only departure from the old system the advantages would be few and small. But the narrow-guage system is intended to be perfect in all of its parts.

As compared with the old broad gauge system the width of track is cut down about two-fifths and the weight of cross-ties bridging, trestling, iron, nails and rolling stock, from two-fifths to one-half In other words, it is a lighter road with lighter rolling stock, and consequently a lighter rolling stock, and consequently a cheaper road. There is a reduction of at least two-fifths of the materials out of which the road is constructed, and consequently a reduction of two-fifths of the cost of construction. And if the old system of roads with their width and weight approach proportional perfection, the new system must be reduced in width as well as in weight, in order to pessess the same degree of perfection.

degree of perfection.

But the great saving of money resulting from the introduction of the narrow-gauge from the introduction of the narrow-gauge does not end with the building of the road. It is felt in equally as great a degree in re-pairing and operating expenses. If, in constructing the narrow in place of the broad-gauge road, two-fifths of the cost of cross-ties, bridging, trestling, iron and rolling stock can be saved the same pro-portion can be saved in replacing these ma-terials, whenever these repairs become portion can be saved in replacing these materials, whenever these repairs become necessary. Besides it is believed that an iron rail weighing thirty-five pounds to the yard will last longer on a narrow-guage road with engines weighing from fourteen to eighteen tons than a rail weighing sixty-five pounds to the yard will last on a broad guage road with engines weighing from twenty-five to thirty-five tons. The rapid wear of railroad iron is the result of laminating or battering, not of friction. Engines weighing ing, not of friction. Engines weighing from fourteen to eighteen tons laminate iron very little, while those weighing from thirty to thirty-five tous laminate it very rapidly, so in regard to operating expenses. Broad-gauge roads with beavy roiling stock must run heavy trains whether the business demands it or not. Consequently they must have carried over them an immense amount of dead or non-paying weight and that at considerable co fuel whether there be much or little business. It is the heavy engines that mash up and wear out the iron, yet they are made for the road and the road is made for them and they must be run though ten thousand pound engines and cars be run over the road for every one thousand pounds of paying load, and that at an enormous consumption of fuel. Not so with narrow-gauge roads and rolling stock. Light trains are run so as to suit the busi-

the year an increase of business demands it, extra trains are put on. The propriety of such a system of road has recently been extensively discussed by the best engineers both in Europe and in America, and as the result of such discussion the Russian Government, heretofore almost entirely without railroad fa-cilities has adopted it and is now con-stucting quite a number of long lines of narrow-gauge roads. England with thirty years of experience in operating the best and some of the broadest roads in the world has adopted the narrow-gauge sys-tem for her vast India possessiont, number

ness at all seasons, and if during a part of

ers is the opening of Lake Borgne canal. safe as the broad-gauge roads, and the de-This project will virtually excision of such engineers has been sustained
tend the Mississippi river to by the practical workings of the roads. Snip Island and open up to the largest-sized vessels one of the best, safest and sufficient for all practical purposes, and cheapest harbors on the gulf. This har- with a rail weighing thirty-five pounds to bor is situated nearly midway between New Orleans and Mobile, and must have direct communication by rail with the North, Northeast and Northwest. All of this can be accomplished by building a line of road from Ship Island through a country now destitute of railroad facilities to Holly Springs."

with a rail weighing thirty-five pounds to the yard and plenty of rolling stock, have a capacity for doing more business than is now being done by any broad-gauge forwarding and Commission mess of such a road should even exceed its country now destitute of railroad facilities to Holly Springs."

MERCHANTS, ties to Holly Springs." road, and increase its capacity to When the above was written we were more than double that of a single looking forward to a connection north track broad-gauge road, while the with the St. Louis and Iron Mountain relative cost of the double track narrowrailroad, an extension south through Som- gauge as compared with that of the single building of a road from that point south building of a road from that point south building of a road from that point south between the Central and Mobile roads to Ship Island harbor. This certainly would have made a magnificent line of road. But Fayette county failed to give that aid necessary to the

posed for through lines can be, and are be ing built. There are narrow-gauge branch lines now in successful operation with an iron rail weighing only sixteen pounds to the yard, and locomotives weighing only

Such roads connecting with a main line of first-class narrow-gauge roads over which to send their loaded cars to markets nesses, a point on the Memphis and of the country could do the business of Charleston road thirteen miles south of any agricultural district for twenty, thirty Bolivar, and has been finished and is now or forty miles out from the main line of

By adopting such a system the cost of construction can be brought down to the capacity of any part of southern country and railroad facilities can be dispensed to dred and fifty miles from Cairo to Mid-dleton to be filled, in order to complete a commenced at this point and several commenced at this point and several others are in contemplation and will be built if we adopt for our road the gauge and gulf, and the question now presents itself make the connections discussed in this for our consideration whether it is better report. While during the last decade, steam has been so extensively utilized and the steam engine reduced in size, capacity and cost to meet the wants of almost every branch of industry, it seems strange that the railroad men of the country have been so slow in adopting a system of roads cal-culated to meet the wants of strictly agri-

and felt in almost every community in our broad land. But the cost of construction and the ex-But the cost of construction and the expense of operating, have been the great barriers in the way of extending these benefits to many parts of the country. The road was too big a thing for the business. Engines running saw-mills, could be constructed of a size suited to the amount and size of timber, in any given locality, or they could be constructed of a size suitable for running cotton-gins, wheat-thrashers, printing presses, elevetors wheat-thrashers, printing presses, elevetors and a host of other things; but railroad engines had to be huge monsters, and no people but those who had money and busi-ness, enough to justify an outlay of from twenty-five to fifty thousand dollars per mile could be required. Upon these roads it has been customary to lay iron rails weighing from fifty to sixty-five pounds to the yard, and to use locomotives weighing from 25 to 35 tons. With plenty of rolling stock the capacity of such roads for business is immense. But the cost of construction and repairs is also immense. The road with its rolling stock though of immense weight is well proportioned. The system within itself is very

nearly perfect, and it did seem cruel for any one to make an innovation. But the innovation has been made and a much lighter and better system of roads has been proposed, and a sufficient number of such roads have been built to demonstrate their practicability, their advantage and their disadvantage.

These roads have been called narrowgauge because of a reduction of about two feet in width of track below the old standard guage. But the name does not prop-

COMMISSION AND FORWARDING. HALLIDAY BROTHERS.

GENERAL AGENTS

FORWARDING AND COMMISSION

MERCHANTS.

DEALERS IN FLOUR:

And Agents of

PHIO RIVER AND KANAWILA

SALT COMPANIES.

70 OHIO LEVER,

CAIRO, ILLINOIS. N. B. THISTLEWOOD. P. J. THISTLEWOOD.

THISTLEWOOD & CO.,

GENERAL

COMMISSION MERCHANTS

DEALERS IN

FLOUR, CORN, OATS, HAY, ETC!

75 Ohio Levee, CAIRO, ILLS Z. D. MATHUSS ...

MATHUSS & UHL,

FORWARDING

AND GENERAL COMMISSION MERCHANTS

DEALERS IN

FLOUR, GRAIN: IAY AND WESTERN PRODUCE

J. M. PHILLIPS & CO.,

64 OHIO LEVEE.

WHARF-BOAT PROPRIETORS.

Liberal Advancements made upon Consiguments. Are prepared to receive, store and forward freights to all points and buy and sell on commission,

Business attended to promptly. C. CLOSE,

MERCHANT DEALER IN LIME

GENERAL COMMISSION

CEMENT, PLASTER PARIS, PLASTERER'S HAIR,

NO. 71 OHIO LEVER, UNDER CITY NATION AL BANK.

wholesale trade in Cairo, I will sell to dealers and contractors in lots of 50 barrels and upward, at manufacturing prices adding Cairo, August 13, 1872.

R. A. CUNNINGHAM,

GENERAL COMMISSION MERCHANT

AND DEALER IN

HAY, OATS, CORN

AND MILL FEED.

CAIRO. · · · ILLINOIS

STRATTON & BIRD, (Buccessors to Stration, Hudson & Clark,)

WHOLESALE GROCERS

COMMISSION MERCHANTS, 57 Ohio Levee. Cairo, Illinois

MILLER & PARKER, GENERAL COMMISSION

FORWARDING MERCHANTS.

DEALERS IN FLOUR, CORN

Oats, Hay, etc., AGENTS FOR FAIRBANK'S SCALES Ohie Leves, CAIRO, ILLINOIS.

Our Home Advertisers.

LUMBER.

W. W. THORNTON'S

BUILDERS' SUPPLY DEPOT

184 TENTH STREET,

Doors, Sash, Blinds, Mouldings Eave Outters, (wood) Window and Door Frames, Flooring, Lath, Shingles, Glased Sash, Glased Side

-FOR-

Lights, Glased Transoms, tash Weights, Sash Pullies and C Blind Fastenings, Roofing Felt, Roofing Cement, Planterin Paper, Carpet Felt, White

Lead, Linsod Oil, American Window Glass, English andFrench Plate Glass, Putty, Glaster's Points Sewer Pipes Patent Chimneys. Etc.,

A GENTS for Rock Rivet Paper Company' Sheathing Felt and Quartz Compant II. W John's Improved Roofing always on

S. WALTERS. DEALER IN

HARD AND SOFT LUMBER

e every description,

LATH, SHINGLES, CEDAR POSTS DOORS, SASH, BLINDS ORDERS SOLICITED.

STEAMBOAT LUMBER,

Purnished on shortest notice.

Commercial-av, bet. 10th and 11th-sts., CAIRO ILLIMOIS.

\$1 000 IN ONE WEEK. To any shrewd man who can do business on the quiet, I guarantee an Immense For-tunes, easily, rapidly, and in perfect safety. Address in perfect confidence,

WM. WARREN, 25 West Fourth street, New York.

BALGONS,

CRYSTAL SALOON -AND-READING ROOMS.

MICHAEL COYNE, Proprietor. (OLD POST OFFICE STAND.)

Corner Sixth street and Commercial Ave. The best brands of Cigars, choice Wines, Liquors, etc., always on hand. Open day and night.

OLD DELMONICO SALOON AND READING ROOMS

Corner 7th street and WINTER'S BLOCK.

PARKER & MONTAGUE

Proprietors.

The best brands of Cigars, choice Wines, Liquors, etc., always on hand tf EL DORADO

RILLIARD SALOON AND BAR-

ROOM. JOHN GATES, Proprietor.

106 Commercial Avenue, CAIRO, ILLINOIS

Best brand of Califor to Cigars in receival, BILLIARD saloon furnished with the lest of tables: and bar supplied with wines, liquors and cigars of thenest brancis. THE

LITTLE KENTUCKIAN SALOON

RESTAURANT

(Open Day and Night.) J. E. PARKS, Proprietor, Ohio Levee, bet, 4th and 6th streets,

MEALS AT ALL HOURS.

CAIRO, ILLS.

A fine new Dining Hall with every convenience has been added to this popular Restaurant, and the guests will find every requisite for their accommodation. THE BILL OF FARE

consists of every substantial and delicacy of

THE BAR is supplied with the CHOICEST LIQUORS, WINES & CIGARS

Mixed drinks prepared with care. 11-16 tt.

WHOLESALE CROCERS. H. M. HULEN,

GROCER and CONFECTION

MERCHANT; And Dealer in Foreign Fruits & Nuts, No. 134 Commercial-ave...

CAIRO, ILLS.

Home Advertisements.

CHRISTMAS



NEW YEAR

PHIL H. SAUP.

Emporium of

TIOIYIS}

-AND-

FANCY GOODS

FOR THE

HOLIDAYS

The Lava, Glass and China ware consist FRENCH VASES, JEWEL CASES CIGAR STANDS TOILET SETTS. CARD RECEIVERS,

STATUES. BUSTS, DOLLS, &c. Also a fine assortment Pearon marble Busts, Statues, etc. The following are seme of the principle wood toys:

WINE SETTS,

GALLOPING HOBBY HORSES, ROCKING HOBBY HORSES, FANCY EXPRESS WAGONS, GIRLS' DOLL CARRIAGES, WILLOW CHAIRS, PARLOR SETTS.

S

NTA 0 H PHIL CLAUS' H H H 벙 SAUP ㅂ CANDIES

MECHANICAL TOYS, AND

COMICAL FIGURES and MASKS

A large selection of Musical Instru-BRASS TRUMPETERS.

BRASS BUGLES, FRENCH HARPS IRISH HARPS TOY VIOLINS, PIANOS, &c

GAMES

of every kind for the Children. Also, SPEAKING DOLLS,

WAX & RUBBER DOLLS, CRYING LAMBS, And a million other articles too numer

SINGING BIL ..

CALL AND SEE.

102 COMMERCIAL AVENUE:

CAIRO, ILLS.

Our Home Advertisers.

DRY GOODS. '72. FALL'AND WINTER '73.

C. HANNY.

LARGE STOCK.

BROWN SHEETINGS. PRINTS. TICKINGS. CHECKS, STRIPES,

RESTUCKY JEANS, PETRA, CASSIMERS. FLANNELS. BLACK ALPACAS

LUSTERS, GROS GRAIN SILKS, POPLINS.

LARGE STOCK OF CARESTING

OIL CLOTHS, MATTINO, Window Shades, WILT HANDS, NOTTINGHAM LACE DAMARES

tils Suttre Stock VERY LOW FIGURES.

CORNER STR ST. AND COMMERCIAL-AV.,

Catro, Illinois

NEW YORK STORE,

WHOLESALE AND RETAIL. LARGEST VARIETY STOCK IN THE CITY

GOODS SOLD VERY CLOSE.

Corner of Nineteenth street and Commercial Avenue, CAIRO, ILLINOIS.

C. O. PATIER

WINES AND LIQUURS. R. SMYTH & CO.,

WHOLESALE GROCERS,

CAIRO, ILLINOIS.

OHIO LEVEE

Also, keep constantly on hand a most com-plete stock of LIQUORS.

SOUTCH AND IRISH WHISKIES -GINS .-Fort, Maderia, Sherry and Catawha Wines R. shift & CO. sell exclusively for each, to the which fact they invite the especial atten-tion of close bargain buyers.

F. M. STOCKFLETH,

Rectifyer and Wholesale Dealer in Foreign and Domestic

WINES AND LIQUORS No. 62 OHIO LEVEE.

CAIRO, ILLINOIS

H E keeps on hand constantly a full stocker fold Kentucky Bourhon, Rye and Mononis bels Whitskies, French Brandles, Hol and Eg Rhine and California Winnes BOAT STORES

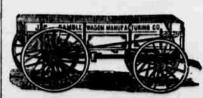
SAM WILSON, DEALER IN

BOAT STOKES GROCERIES. PROVISIONS ETC.

No. 110 Onio LEVER CAIRO, ILL. BOOKS

STATION ERS, × STATION Sheet 8 જ 9 Donlers 0 Instruments 40 Commer News News 0 B ERS, B × STATION

MISCELLANEOUS WAGEN MANUFACTORY.



For Sale at Wholesale

CORNER 32D-STREET AND OHIO LEVEL Cairo, Illinois.

J. P. GAMBLE

BOYLL

Railroad Advertisements. ILLINOIS CENTRAL R R

100 Miles the Shortest Ronte TO CHICAGO

Eighty' Miles the Shortest Route

TOST LOUIS NO CHANGE OF CARS

FROM CAIRO TO ST. LOUIS OR CHICAGO

ONLY ONE CHANGE OF CARS OM CAIRO TO Janesville, Madison, St. Paul and all points nort this is also the only direct route to

denington, Springeld, Genkuk, Keck Island, Le Balle, Inton, Dibuque, Sour City, Omaha and all points northwest. Elegant Drawing Room Sleeping Ca On all Night Trains. Baggage Checked to all important points. For tickets and information, apply to L. C. R. depot it airo; on board the transit steamer by two us Columbus and Cairo, and at the princip railros i ticket offices throughout the south.

W. P. JOHNSON, Gen'l Pass. Ag't, Chicago.

A. Mitchell, Gen'l Sup't, Chicago. J. JOHNSON, Ag't. Cairo.

SPRINGFIELD AND ILLINOI SOUTHEASTERN R. R. On and after Monday, April 24th, 197 trains will run as follows: NORTHERN DIVISION. TRAINS GOING SOUTHRAST.

Leave Virginia 640 a. m.

'Springfield 9:0 '

Taylorville 10.5 '

Arrive at Pana 11.46 '

... TRAINS GOING NORTHWEST. Express.

SOUTHERN DIVISION TRAINS GOING SOUTHBAST.

TEUTONIA LIFE INSURANCI COMPANY.

INSURANCE.

OF CHICAGO, ILLINOIS.

ACTIVA \$650,000

CENT'L. OFFICE, 172 WASHINGTON ST.

This German Life Insurance Compan-guarantees not only Paid-up Policies bu also a Value in Cash on the Non-forfeiture JOHN A. HUCK, - - - President C. KNOBELSDORF, - - Secretary

JOHN W. PRUESS, Agent for Carro and vicinity.

BISMARK BUND. SECTION NO. 47. Association for promoting Life Insurance and Sick Relief by weekly dues and mutua co-operation in objects of public benefit. The Li e Insurance Policies will be issued by the Teutonia Life Insurance Company.

H. MEYERS, President. JOHN W. PRUESS, AG'T. 25dly for Cairo and vicinity

INSURANCE COMPANIES. NIAGARA, N. Y.,

..\$1,636,216

714,925

FIRE AND MARINE

HANOVER, N. T., REPUBLIC, N. Y.,

GERMANIA, N. Y.,

ALBANY CITY,

Comprising the Underwriters' Agency.

SECURITY, N. Y .- MARINE, Stores, Dwellings, Purniture, Hulis and Car-gues, insured at rates as favorable as sound, per-manent security will warrant.

I respectfully ask of the citizens of Cairo share of their patronage.

C. N. REFIGERIOS.

PIREMEN'S FUND, S. P.,

C. N. HUGHES. H. H. Candee W. H. Morris, No. Pub. and U. S. Com

INSURE. FIRE, HULL, CARGO, LIVE STOCK ACCIDENT, LIFE,

INSURANCE.

ÆTNA, HABTFORD, NORTH AMERICA, PA., ..\$2,788,000 00 inects.

> HARTFORD, CONN. \$2,544,210 72 PHŒNIX, HARTFORD,

INTERNATIONAL, N. Y., \$1,353,898 17 PUTNAM, HARTFORD, .3706,937

HOME, COLUMBUS, ..\$155,278 43 AMERICAN CENTRAL, MO.,

\$500,000 U

CLEVELAND, CLEVELAND,

CONNECTICUT MUTUAL, LIFE, TRAVELERS', HARTFORD, LIFE AND ACCIDENT.

BAIL WAT PASSENGERS ASSURANCE CO., HARTFORD.

INDEPENDENT, BOSTON,

SAFFORD, MORRIS & CANDEE,